Uninterrupted Traffic Flow

Tangible Result Driver – Don Hillis, Director of Operations

Missouri drivers expect to get to their destinations in a timely, uninterrupted manner. Congestion, changes in weather, work zones and highway incidents can all impact their travels. MoDOT works to ensure that motorists travel as efficiently as possible on the state system by better managing work zones, snow removal and highway incidents, and by using the latest technology to inform motorists of possible delays and available options. Better traffic flow means fewer crashes.

Uninterrupted Traffic Flow

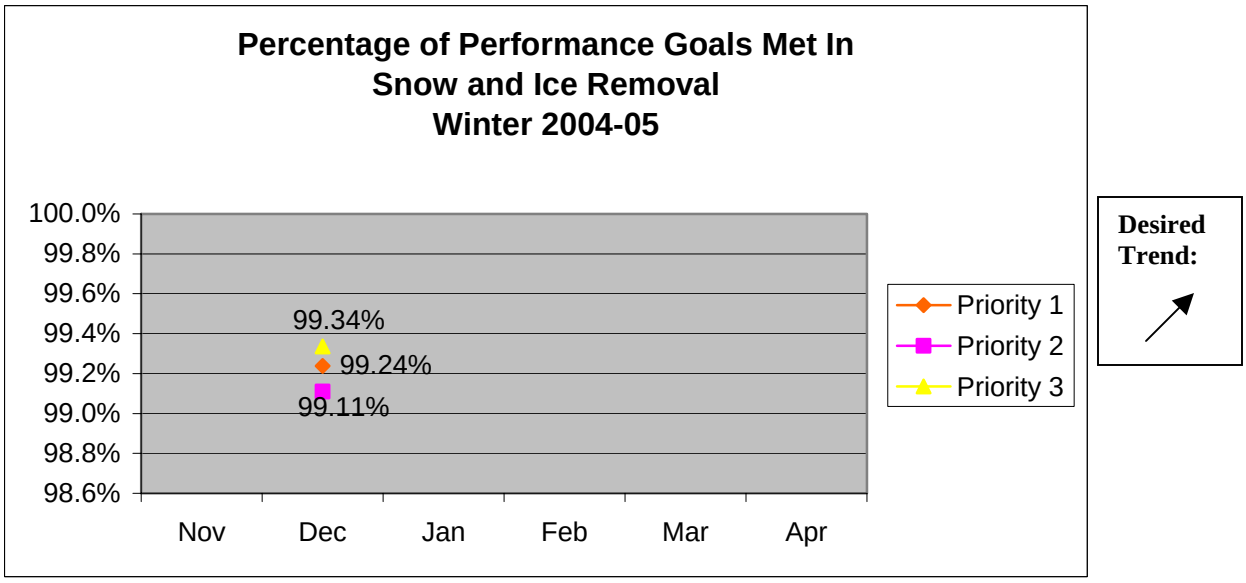
Percent of time meeting snow and ice removal performance goals

Results Driver: Don Hillis, Director of Operations
Measurement Driver: Jim Carney, State Maintenance Engineer

Purpose of the Measure:
This measure tracks the effectiveness of MoDOT snow and ice removal efforts.

Measurement and Data Collection:
This data is collected in the Lotus Notes Winter Event database. After each winter event, such as a snow or ice storm, personnel in the maintenance areas enter a report showing material and equipment usage and whether or not performance goals were met. Priority 1 routes are all National Highway System routes, all remaining arterials, and all collectors over 1700 annual average daily traffic. Priority 2 routes are those collector routes between 225 and 1700 annual average daily traffic. Priority 3 routes are those collector routes under 225 annual average daily traffic.

Improvement Status:
There were only a few locations across the state that did not meet these goals as of December 31, 2004. Districts should reallocate resources to ensure that priorities 1 and 2 meet goals before the priority 3 roadways.



Uninterrupted Traffic Flow

Average speed traveled on selected sections of roadways

Results Driver: Don Hillis, Director of Operations
Measurement Driver: Eileen Rackers, State Traffic Engineer

Purpose of the Measure:
This measures helps to determine whether travel speeds are increasing on selected sections of roadways. Decreasing travel speeds are an indication of congestion and poor performance of the system.

Measurement and Data Collection:
For interstate routes, information collected in the Traffic Management Centers will provide information from the detectors installed along the freeway. Surveillance done to evaluate signal coordination could be used to evaluate speed on arterials. Graphs will be created that show the average travel speeds on selected routes.

Benchmark data, as shown below, is provided by the Statewide Evaluation of Intelligent Transportation Systems report by the University of Missouri-Columbia. At this time there is no more current data available, and the collection method used will be enhanced for future reporting.

Improvement Status:
The benchmark data below indicated the various speeds traveled on selected sections of roadway.

Freeway	Direction	Period	Average
St. Louis			
I-270, *between I-64 & I-55*	Northbound	AM Peak, *Summer 2003*	51 mph
	Southbound	PM Peak, *Fall 2002*	48 mph
I-64, *between US-340 & US-67*	Eastbound	AM Peak, *Summer 2003*	51 mph
	Westbound	PM Peak, *Spring 2003*	39.9 mph
I-70, *between US-370 & Earth City*	Eastbound	AM Peak, *Summer 2003*	47 mph
	Westbound	PM Peak, *Summer 2003*	56.7 mph
Kansas City			
I-435, *between K-10 & Grandview Triangle*	Eastbound	AM Peak, *Summer 2002*	61.3 mph
	Westbound	PM Peak, *Summer 2002*	51.9 mph
I-35, *between I-435 & I-70*	Northbound	AM Peak, *Summer 2002*	54.5 mph
	Southbound	PM Peak, *Summer 2002*	53.7 mph
I-70, *between Lee's Summit & Prospect Ave*	Westbound	AM Peak, *Summer 2002*	56.4 mph
	Eastbound	PM Peak, *Summer 2002*	45.3 mph

Uninterrupted Traffic Flow

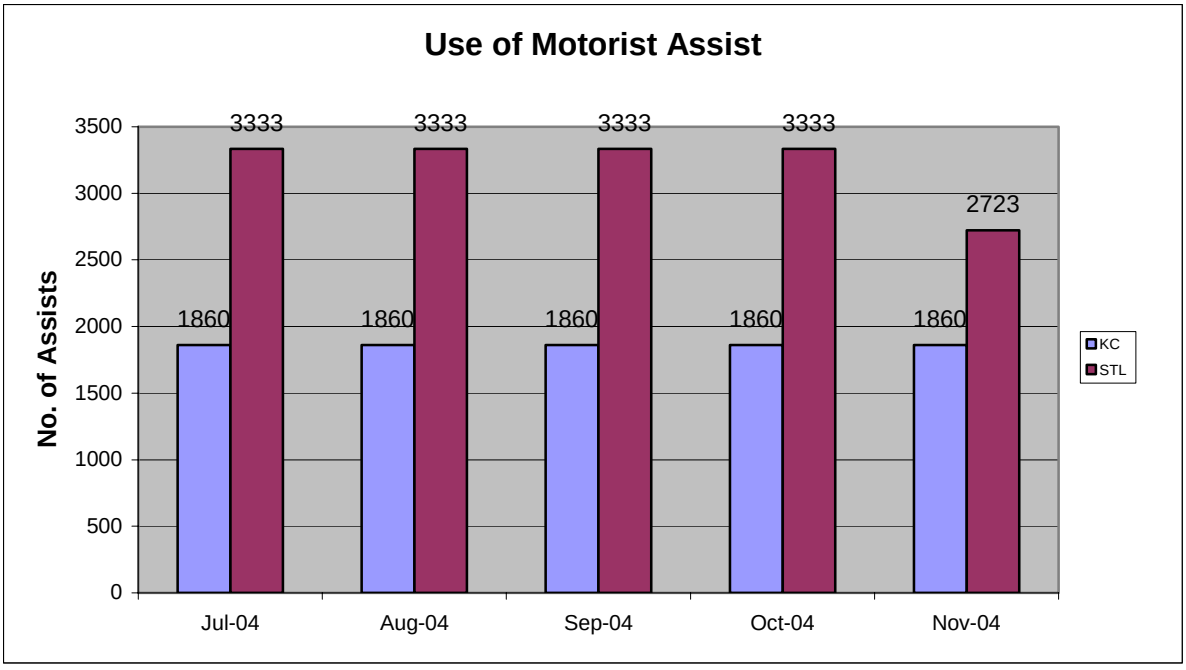
Number of customers assisted by the Motorist Assist program

Results Driver: Don Hillis, Director of Operations
Measurement Driver: Mike Curtit, Assistant State Traffic Engineer

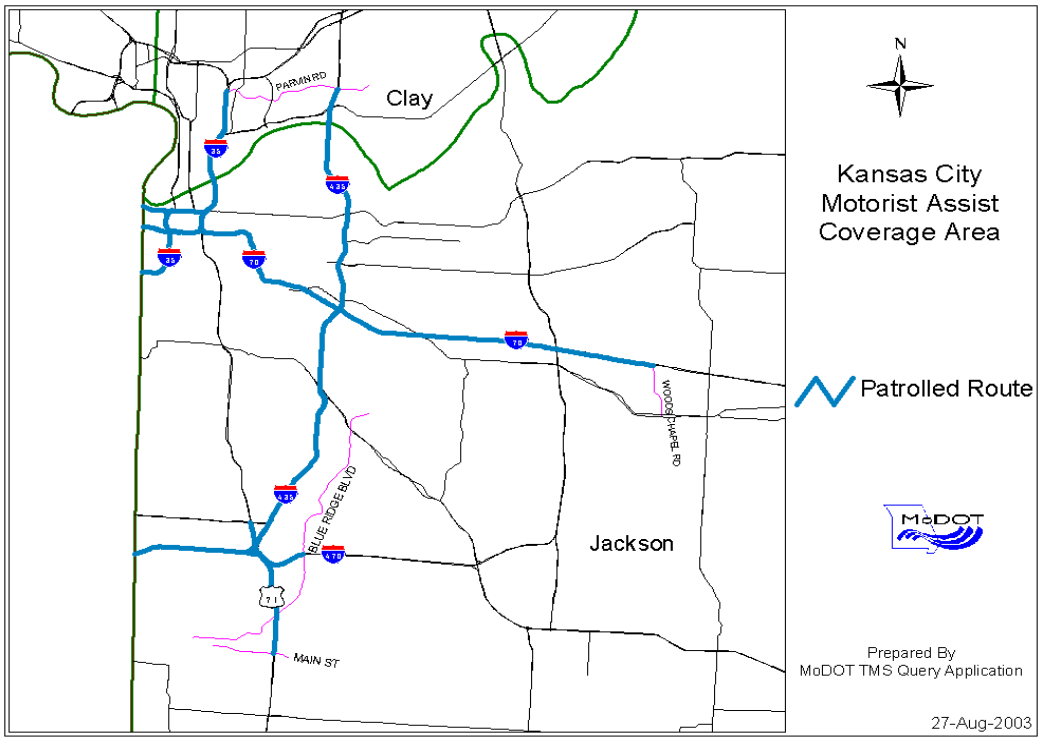
Purpose of the Measure:
This measure is used to gauge the use of the Motorist Assist programs. Incidents impact the capacity of Missouri's transportation system. The sooner an incident is removed, the sooner the highway system returns to capacity. Therefore, responding to and quickly removing the incidents (crashes, flat tires, stalled vehicles, etc.) improves system performance.

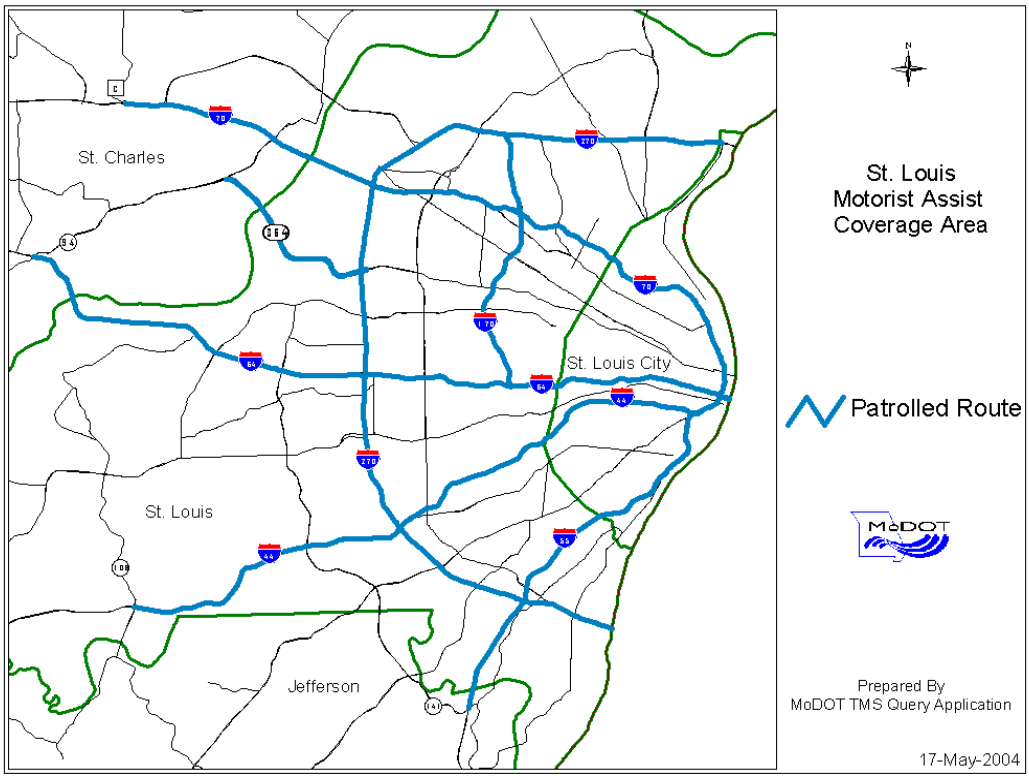
Measurement and Data Collection:
An incident is an unplanned event that creates a temporary reduction in roadway capacity that, in turn, impedes the normal flow of traffic. The current information is summarized by year and averaged for a monthly total. Beginning in 2005, the information will be reported monthly.

Improvement Status:
The implementation of the Transportation Management Centers has allowed additional dispatching of Motorist Assist units and increased the efficiency. Since the data is based on the yearly total divided by 12 months, it is not possible to draw a conclusion at this time. With monthly data reported beginning in January 2005, better analysis will be possible.



**Data for July – October for St. Louis is a monthly average based on a 6 month total. November represents actual data.*
***Data for Kansas City is based on a yearly total – It represents an average month.*


Clay
PARMIN RD
Jackson
BLUE RIDGE BLVD
WOODSWHARF RD
MAIN ST
N
Kansas City
Motorist Assist
Coverage Area
Patrolled Route
MoDOT
Prepared By
MoDOT TMS Query Application
27-Aug-2003


St. Charles
St. Louis
St. Louis City
Jefferson
St. Louis
Motorist Assist
Coverage Area
Patrolled Route
MoDOT
Prepared By
MoDOT TMS Query Application
17-May-2004

Uninterrupted Traffic Flow

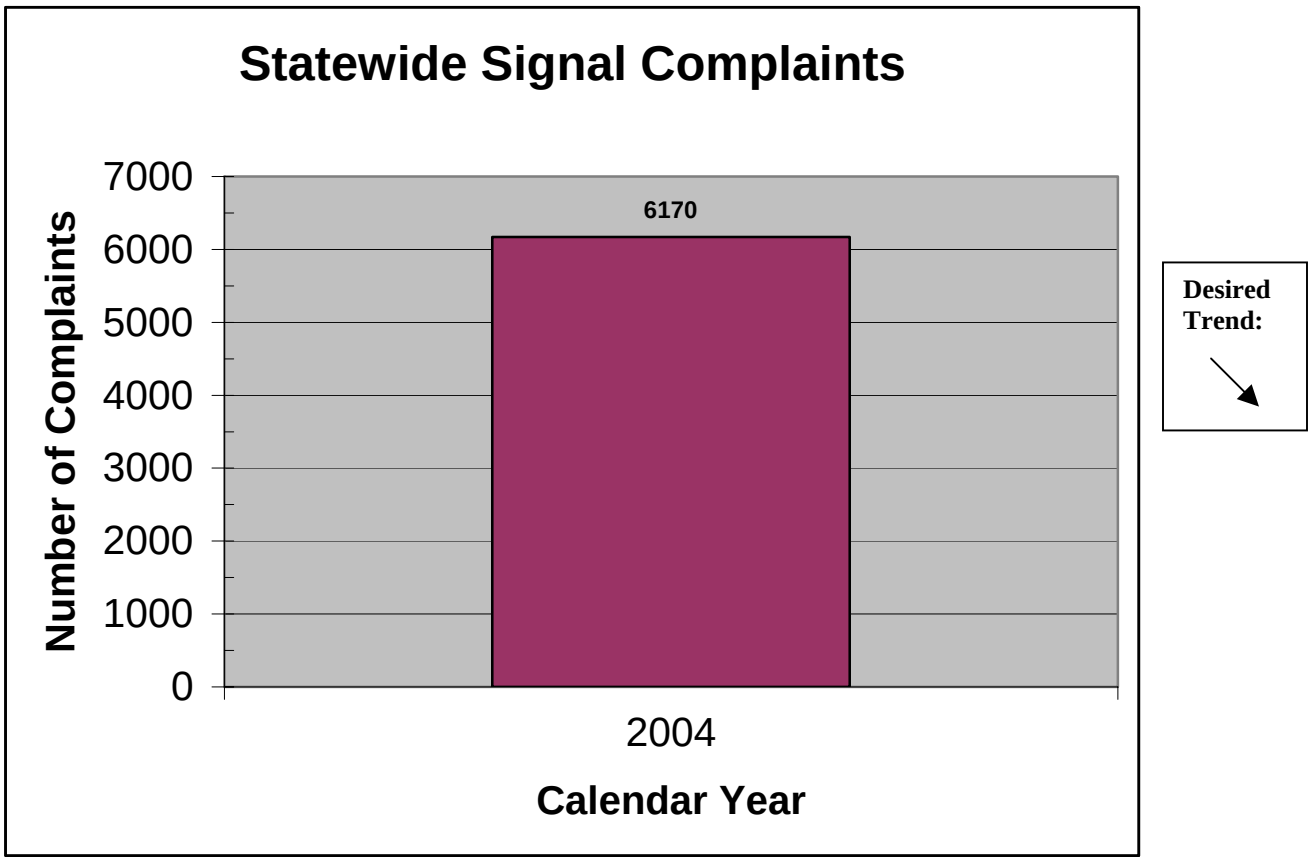
Number of traffic signal complaints

Results Driver: Don Hillis, Director of Operations
Measurement Driver: Julie Stotlemeyer, Signal and Lighting Engineer

Purpose of the Measure:
This measure tracks how well the department's signal system meets the needs of Missouri's motorists.

Measurement and Data Collection:
Using the calls received by customer service centers, the number of signal complaints will be counted. Calls from the customer service center may only cover a percentage of the total number of complaints received. A traffic signal complaint will be any call received about a signal.

Improvement Status:
The graph below indicates data for signal complaints from calendar year 2004. This was the only year data was available from the districts. This information will be used as the baseline for future analysis. Now that the districts are aware that this information needs to be maintained, future data will provide a more accurate trend analysis of the signal complaints.



Uninterrupted Traffic Flow

Average time to clear traffic incident

Results Driver: Don Hillis, Director of Operations
Measurement Driver: Eileen Rackers, State Traffic Engineer

Purpose of the Measure:
This measure will be used to determine what deficiencies or efficiencies exist in the clearance of incidents on the state highway system.

Measurement and Data Collection:

Improvement Status:

Measure is Under Development

Uninterrupted Traffic Flow

Average time to clear traffic backup from incident

Results Driver: Don Hillis, Director of Operations
Measurement Driver: Mike Curtit, Assistant State Traffic Engineer

Purpose of the Measure:
This measure will be used to determine if there are deficiencies or efficiencies in the clearance of traffic incidents. A traffic incident is an unplanned event that creates a temporary reduction in the number of vehicles that can travel on the road.

Measurement and Data Collection:

Improvement Status:

Measure is Under Development

Uninterrupted Traffic Flow

Percent of customers who have used MoDOT's Motorist Assist program and feel it is a valuable service.

Results Driver: Don Hillis, Director of Operations
Measurement Driver: Eileen Rackers, State Traffic Engineer

Purpose of the Measure:
This measure will help to evaluate services provided through MoDOT's Motorist Assist Program, specifically whether the customers who utilize the program find the service valuable. Information received will provide direction on how to strengthen the program to better serve our customers and keep traffic moving safely and efficiently.

Measurement and Data Collection:

Improvement Status:

Measure is Under Development